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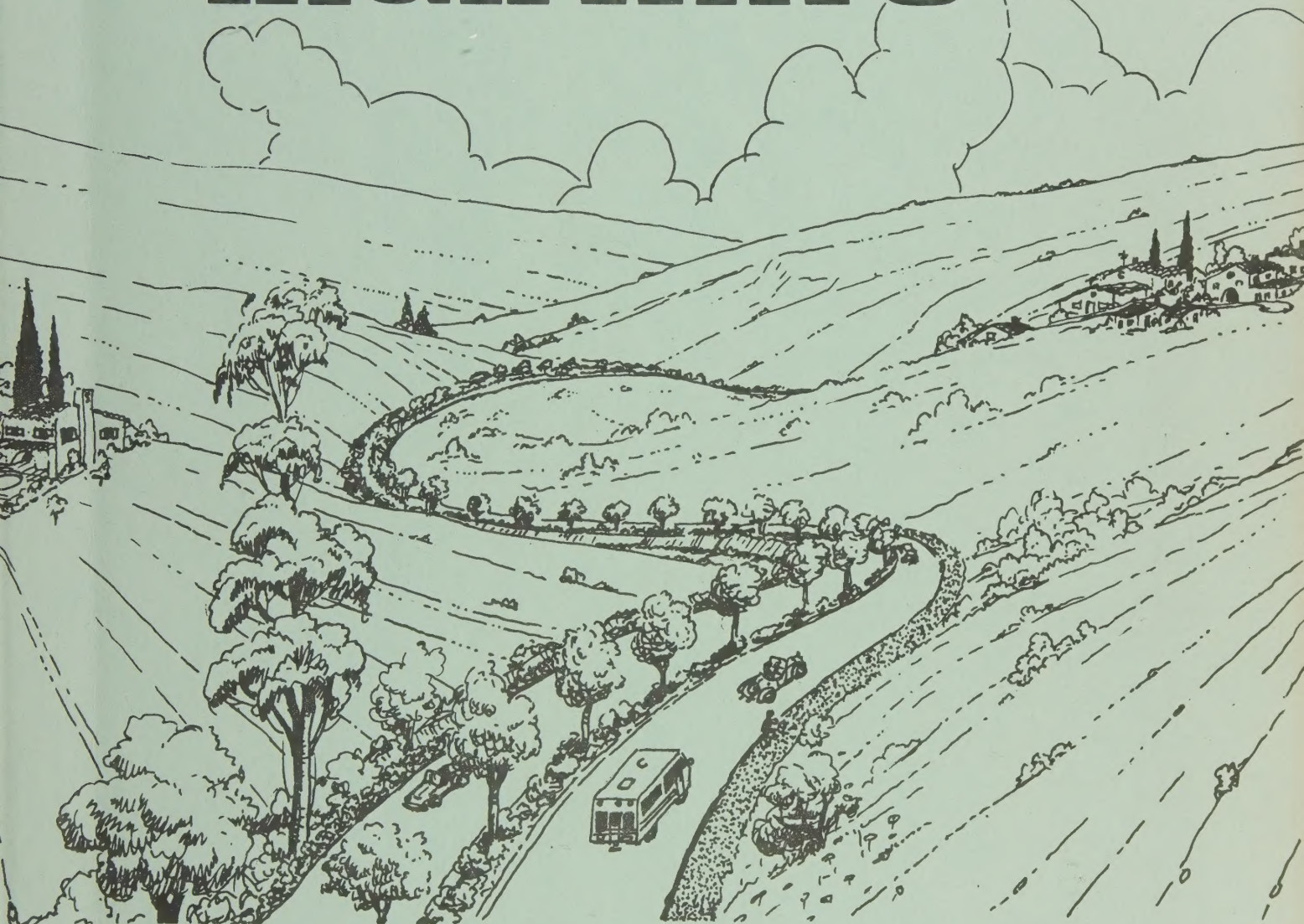
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SCENIC HIGHWAYS

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**AN ELEMENT OF THE GENERAL PLAN
City of Chula Vista, Calif.**

87 01690

SCENIC HIGHWAYS ELEMENT
OF THE
CHULA VISTA GENERAL PLAN

California Law


Section 65302 (h) of the Government Code of the State of California requires a Scenic Highways Element of all City and County General Plans, as follows:

"The plan shall include a scenic highway element for development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

This report represents the Scenic Highways Element of the Chula Vista General Plan (hereafter referred to as Scenic Routes). The report is divided into two sections; Section I is intended to provide the Planning Commission and City Council with background for the Scenic Routes Policy which is presented in Section II.

The purpose of the Scenic Routes Element is to identify those routes where special consideration should be given to the design of the route and the adjacent development to protect or enhance the scenic quality of Chula Vista.

Prepared by
City of Chula Vista
Planning Department
April, 1974



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A. INTRODUCTION

The scenic routes element is the initial step in the development of a scenic route system.

Although the emphasis of the State requirement for a scenic highway element is on the designation of state highway routes as "scenic" routes, this does not preclude local agencies from developing and adopting local unofficial scenic routes. This General Plan Element does not propose the establishment of official state scenic routes, but rather provides a series of local scenic routes.

The City of Chula Vista has undertaken a number of separate projects to date to enhance the scenic quality of its streets. This element provides a framework for a more systematic approach to the provision of an integrated network of scenic routes.

B. REQUIREMENTS FOR OFFICIAL STATE SCENIC HIGHWAY STATUS

- 1) The roadway and the corridor through which a route passes must be included in the State Scenic Highway Master Plan Map. For a City to have a highway placed on the State Scenic Highway Master Plan Map, the City Council must pass a resolution of intent to revise the plan, and the State Assemblyman, representing the City must introduce a bill to modify the State plan to include the highway in the State Master Plan.
- 2) The local agency having jurisdiction over land development must adopt a plan and program for Scenic Highway corridor protection.
- 3) The roadway and the corridor must meet State scenic highway standards or be part of a state program to upgrade the road and corridor to scenic highway standards.
- 4) The Department of Transportation and the City must undertake a joint corridor study and highway facility study.
- 5) The Scenic Highway Advisory Committee must inspect the roadway to make a final determination of eligibility for Official State Scenic Highway Status.

C. POTENTIAL OFFICIAL STATE SCENIC HIGHWAYS

I-805

Interstate 805 when completed may be able to meet some of the scenic requirements for Official State Scenic Highway Status. Upon entering Chula Vista at the northern boundary, I-805 will cross the Sweetwater Regional Park and climb a low range of hills to provide panoramic views of Chula Vista, downtown San Diego, the Pacific Ocean, the Coronado Islands, the Otay Valley and Mexico. The freeway then descends to the floor of the Otay Valley, passing through agricultural areas and the southern boundary of Chula Vista.

I-125

When completed, I-125 may provide excellent views of the countryside to the east of Chula Vista. At this time a final determination of the right of way has not been made and therefore the scenic qualities of the roadway cannot be determined.

However, before either of these routes could be designated as an Official State Scenic Highway, the requirements outlined in Section B would have to be completed. Due to the large amount of time and money involved in the studies and planning required to qualify these highways as Official State Scenic Highways, it is more appropriate for Chula Vista at this time to concentrate on the development of a system of unofficial scenic routes.

D. POTENTIAL UNOFFICIAL SCENIC HIGHWAYS

- Telegraph Canyon Road

Perhaps the most scenic route within Chula Vista, is Telegraph Canyon Road which passes through sparsely settled areas offering clear views of distant hills and nearby agricultural acres. This route is planned to have six travel lanes, a 16 foot wide landscaped median, 10 foot wide landscaped parkways and an 8 foot wide bicycle route.

- Otay Lakes Road

Extending northerly from its intersection with Telegraph Canyon Road, Otay Lakes Road passes by southwestern College and new residential developments along nearby ridgelines, and descends through sparsely developed areas to the Sweetwater Valley, offering at various points panoramic views of the hills to the east, the valley to the north and downtown San Diego to the northwest.

- Bonita Road

Within Chula Vista this route extends from Sweetwater Road-Central Avenue to Willow Street. From Willow Street it passes through 1.5 miles of unincorporated territory and reenters Chula Vista. This route parallels the Chula Vista Municipal Golf Course and passes through Bonita Village, a well designed shopping area with a distinctly rural atmosphere enhanced by tall eucalyptus trees throughout. After leaving Bonita Village, Bonita Road passes through an area planned to become part of the Sweetwater Regional Park and reenters Chula Vista through a well landscaped gateway where it connects to "E" Street.

- Tidelands Avenue

The Chula Vista Bayfront Plan proposed Tidelands Avenue as a four lane route with a 14 foot wide landscaped median and 20 foot wide landscaped parkways and bikepaths at its margins. Tidelands Avenue would pass through the Sweetwater Marsh, a golf course, parks, a marina and tourist oriented commercial development. Excellent views of the bay and downtown San Diego would be available from most points along Tidelands Avenue.

- "J" Street

The portion of "J" Street between I-5 and the Chula Vista Boat Launching Ramp provides excellent views of downtown San Diego and the San Diego Bay environs. The Chula Vista Bayfront Plan proposes a linear park and a marina adjacent to the remainder of "J" Street in this area. From Interstate

5 to Broadway, "J" Street has recently been widened and a landscaped median installed. The remaining portions of "J" Street travel through existing residential areas of the City and current plans anticipate the extension of "J" Street through future residential areas to a terminus at Buena Vista Drive.

- "H" Street

"H" Street east of Hilltop Drive, when connected to the existing section of East "H" Street at Otay Lakes Road, travels through undeveloped property that offers potential for scenic highway development.

- Orange Avenue

Orange Avenue from I-805 to its intersection with the extension of Otay Lakes Road travels through undeveloped property that offers potential for scenic highway development.

By placing these highways on the Scenic Routes Element of the General Plan and then carefully reviewing all proposals for development adjacent to them, the City can enhance the scenic quality of these roads and develop a network of scenic routes throughout the City. (See attached map)

E. GATEWAYS

The streets entering the City from Interstate 5 are essentially the "gateways" to Chula Vista (see attached map) and as such have received consideration by the City Council to enhance their appearance. A landscaped median has been installed in "J" Street from I-5 to Broadway. Contracts have recently been let to landscape the traffic islands constructed by the State Division of Highways at "E", "H" and "J" Streets. Future plans include the undergrounding of utilities on "E" Street and "L" Street and the installation of additional landscaping, where possible, along the sides of "E", "H" and "L" Streets.

Freeway interchanges on I-805 will provide similar "gateways" at Bonita Road, "H" Street, "L" Street and Orange Avenue.

Scenic Routes Policy

A. INTRODUCTION

In the past few years the City of Chula Vista has undertaken a number of projects to beautify and make more scenic the City's highway system. Adoption of the following objectives and policies will provide a guiding framework for future projects and eventually the development of a system of scenic routes throughout the City.

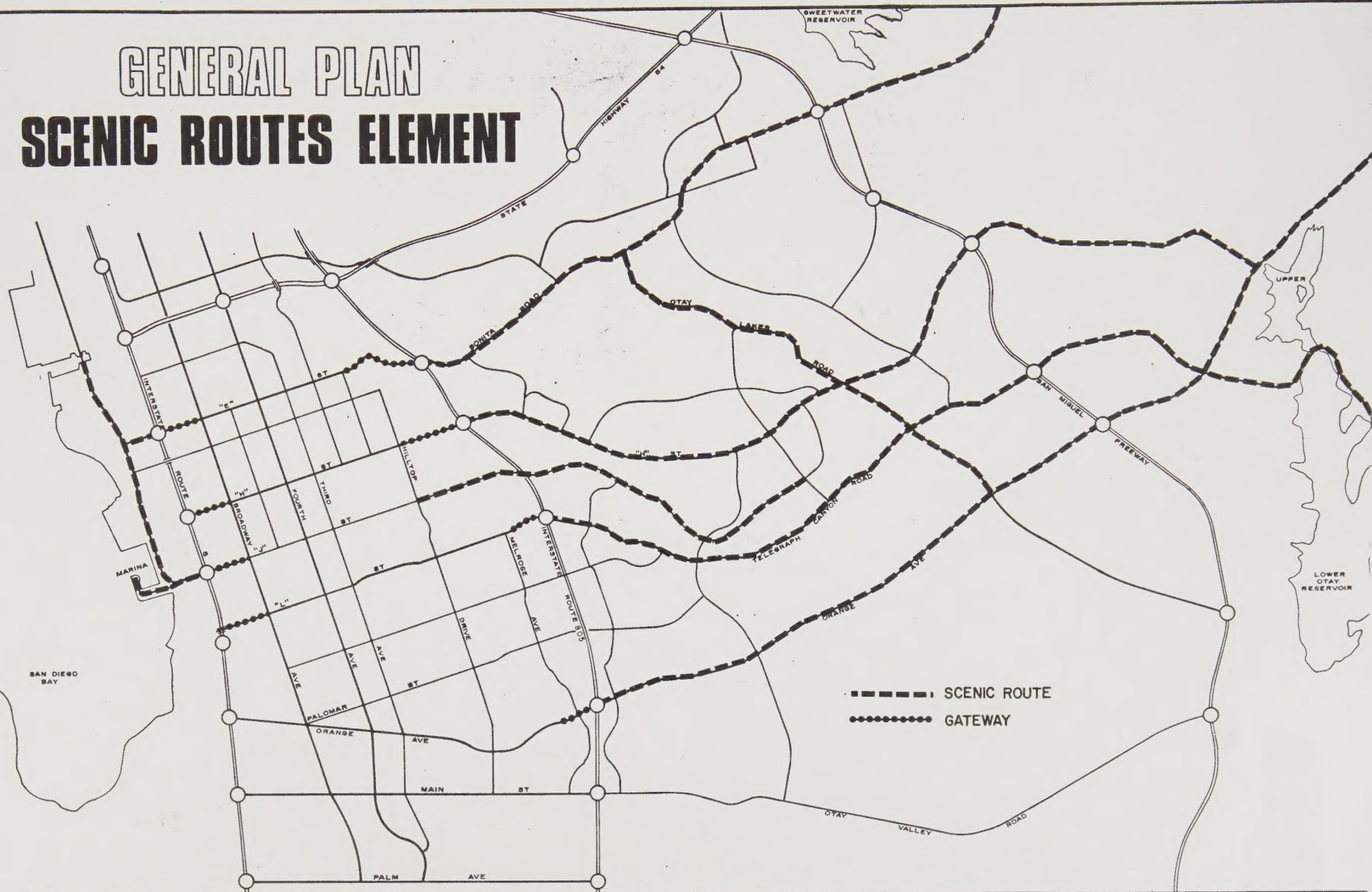
B. OBJECTIVES

1. To preserve and enhance the scenic quality of selected streets in Chula Vista.
2. To create a network of scenic routes throughout the City.

C. POLICIES

1. All developments proposed adjacent to scenic routes will be carefully reviewed to insure that the design of the development proposal will enhance the scenic quality of the highway. This review should include:
 - a. Architectural design of structures
 - b. Siting of structures
 - c. Height of structures
 - d. Landscaping
 - e. Signs
 - f. Utilities
2. With the exception of properties in the R-1 zone, all properties adjacent to scenic routes shall have the "P" Precise Plan Modifying District or other districts requiring plan review attached to the underlying zone. In connection with any tentative map submitted on R-1 properties abutting a scenic route, each applicant shall be required to submit a proposal for beautification of the portion of the scenic route adjacent to his development. Each proposal shall consider such factors as:

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